

TANSAN

NATURAL MINERAL WATER

BOTTLED AT THE SPRINGS
AT TAKARADZKA

BY
J. CLIFFORD-WILKINSON,
KOBE, JAPAN.

For Case of 48 Bottles..... \$6.50
For Case of 100 Bottles..... \$12.00

AN invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wine, Spirit, Stout or Milk, is invigorating in lassitude and debility so common throughout the East.

Accumulative properties in Gout, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

'NIWO'

A NATURAL MEDICINAL WATER.

BOTTLED AT THE SPRINGS
AT TAKARADZKA, BY
J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commends its use before any other Mineral water.

FOR CONSTIPATION. Take a tumbler half an hour before rising.

FOR GOUT. Take half a tumbler full half an hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCE. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

\$ 9.00 a case of 48 Quarts.
2.50 a Dozen Bottles.

H. PRICE & CO.,

12, QUEEN'S ROAD,
Sole Agents for Hongkong,
Hongkong, January 3, 1905.

WM. POWELL,
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Des Vœux Road.

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FURNISHING DEPARTMENT.

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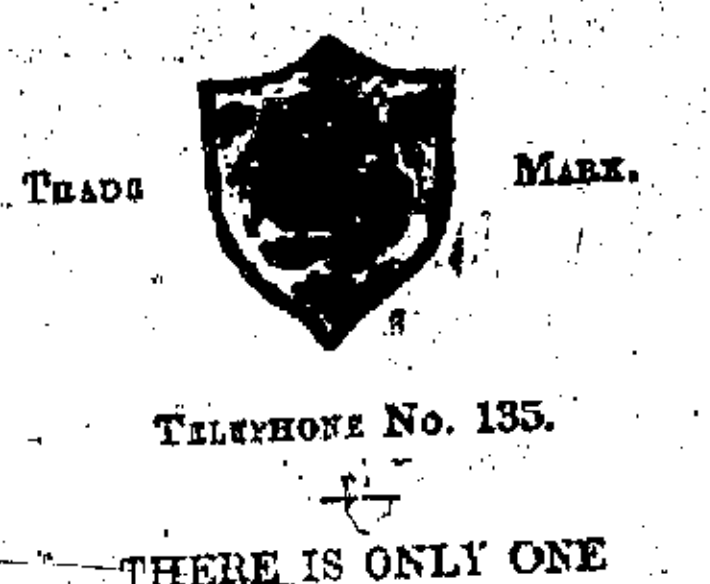
Commode,

which
for
We are SOLE AGENTS
IN THE FAR EAST.

INSPECTION INVITED.

WILLIAM POWELL,
LIMITED.

HONGKONG.



CLUB
WHISKY

in this Colony that has stood
the test of years. It is

\$14.00

PER DOZEN,

and is Sold and Owned by

H. PRICE & CO.,
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.

2 p.m.—Auction of Japanese Curio and Works of Art, &c., at Messrs. Hughes & Hough's Sales Rooms.

General Memoranda.

SATURDAY, May 13.
2.30 p.m.—Auction of Household Furniture, &c., at Mr. V. I. Remedios' Sales Rooms.
3 p.m.—Meeting of Praya East Reclamation in Old Chamber of Commerce Room, City Hall.

MONDAY, May 15.
3 p.m.—Auction of Crown Land at the Public Works Department's Office.
2.15 p.m.—Meeting of His Majesty's Justices of Peace at Magistrate's.

THURSDAY, May 18.
Noon—Meeting of Wm. Powell, Ltd., at the Co.'s Premises.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to
**PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.**

Reprinted from the China Mail.

For Sale at the China Mail Office.

Price \$1.00.



A. S. WATSON & Co., Ltd.

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WINE & SPIRIT MERCHANTS.

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The following Brands are recommended
as High-class Wines, of superior quality.

B. SUPERIOR PALE DRY.
Dinner Wine, Green Seal
Capsule..... \$12.00

C. MANZANILLA, PALE NATURAL SHERRY. White
Capsule..... 13.50

CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY. Red
Seal Capsule..... 10.00

D. VERY SUPERIOR OLD PALE DRY. Choice Old Wine,
White Seal Capsule..... 13.00

E. EXTRA SUPERIOR OLD PALE DRY. Very Fine
Quality, (old bottled), Black
Seal Capsule..... 27.00

'D.' and 'E.' are Favorite Wines all
over the Far East, and are specially recom-
mended.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, THURSDAY, MAY 11, 1905.

THE CROWN COLONIES.

THE Journal of the Colonial Institute

which came to hand by the last mail

is of considerable interest to those who

concern themselves with Great Britain's

methods of Colonial Administration

inasmuch as it contains that excellent

and lucid paper by Sir Charles Bruce,

G.C.M.G., on 'The Crown Colonies and

Places' which was read at the annual

meeting of the Institute. The paper

is robbed of much purely local interest

for the simple reason that Sir Charles

has excluded from the scope of his

observations Crown places which have

their obvious importance for military or

naval purposes, and defended ports of

the Empire, or as centres of trade as Hong

kong and Singapore. To be classed as

a mere 'place' will no doubt hurt the

feelings of some of our ultra-loyal

citizens. There are those who argue

that Hongkong is of more value to the

Empire as a trading centre than as a

strategic post, but it is not so capable

of development as other Crown Colonies

within the tropics, and for that very

fact it has not been included in the

observations of Sir Charles Bruce. Its

source of importance is left undiscussed,

though rational men will at once con-

cede that its security and its commercial

prosperity depend solely upon its value

as a military and naval station.

Leaving the Colony at that, Sir Charles

Bruce is at liberty to deal with the

development of those colonies which

produce in large quantities such staples

as sugar, cotton, rubber, rice, tobacco,

silks, etc. In the past it has been the

policy of the Foreign Office to allow the

Colonies to take care of themselves,

but the energy displayed by other

nations in developing their colonies

solely with a view to their own in-

terests makes it necessary for Great

Britain to be able to rely on a sup-

ply of tropical products adequate to

our needs and sufficiently stable to free

us from the risks of shortage or over-

supply and foreign speculative man-

œuvres. And how are we to do this?

Sir Charles Bruce says in the first place

Great Britain must frankly abandon the

policy of the nineteenth century based

on the conception that it would be

possible to hold her hands and stand

aloof from the tropics. She must realize

the extent to which her civilisation

rests on the productions of the tropics,

and recognise that the principle under-

lying finds in commerce between her tem-

perate and tropical regions its most

natural expression. She must make up

her mind that the chief aim of her

are always a greater number of applic-
ants than positions to fill. We have
the New Territory to develop, and how
are we going to do it without expending
some money and energy in helping the
Chinaman to help himself? A small
amount of money has certainly been
devoted to experimenting with cotton,
but what has been done has been no-
thing more than a flea-bite, as we
pointed out long ago. We should spend
more money in that direction, and
expand our educational system. Sir
Charles Bruce deals with the essentials
that are necessary for the development
of tropical countries on the lines
intimated, and, after acknowledg-
ing the inability of white men to
labour in the tropics, says:
'I conclude that if we are to
retain our control of the tropics
and to draw from them with
advantage the products of which
they have a monopoly, but the
importance of which to our commercial
prosperity, I have endeavoured to make
clear, we shall have to look to the
immigration of Indians and Chinese for
a large share of our labour supply.
This course has long been recognised
in this part of the world, but never-
theless it is important as showing that
there are some high authorities who do
not believe in the cry that the introduc-
tion of the Chinese labour to a foreign
country means the establishment of the
'yellow peril' or the ruination of the
white man. Touching on the matter
of defence Sir Charles refers to a sore
point in Hongkong—the military con-
tribution—and it will be refreshing to
many to hear that he suggests that in
future the contributions to Army
Funds—Hongkong pays 20 per cent—
be abolished, that there be substituted
a contribution to the Imperial Treasury
for Defence Funds, and that all the
Crown Colonies be invited to contrib-
ute to the Funds, according to the
measure of their power, on such a
basis as may be found most convenient.
There are, of course, many questions
concerning brown colony adminis-
tration that differences of opinion are
held upon, and steps should be taken to
have them discussed. Some time ago
we suggested the Crown Colonies should
be represented at the Colonial Confer-
ence, and we take this opportunity of
once more urging that steps be taken
locally to have a representative from
this Colony—a commercial man of
experience—present at the Conference
suggested for next year. The Colony
has the right to be represented to have
its views expressed on the subjects that
interest it and we hope the foreign office
will be prevailed upon to grant the
right. Why should not the Chamber of
Commerce take the matter up; refer to
the other Crown Colonies, and make a
joint appeal to have what are undoubted
rights granted?

It is reported that in view of the possibility
of a naval engagement taking place be-
tween the navies of Japan and Russia in
the vicinity of Hongkong, preparations
have been made for the erection of
temporary hospitals, replete with all
necessaries, for the alleviation of the wound-
ed, should they be brought into the Colony.
In the interest of humanity such foresight
is commendable, and will no doubt be ap-
preciated by both nations should it be
necessary for them to avail themselves of
the facilities proffered.

The cleansing of our streets is an import-
ant work and appears to be well carried out
in most respects. However, there are one
or two little matters that could easily be im-
proved upon. One of them was forcibly
brought to our notice to-day—the forcible
removal of Queen's Road at about two o'clock.
The water trucks had previously been along the
road and sprinkled a good supply of water
down the centre of the roadway. Each
side, however, was left perfectly dry, and
the breeze carried the dust along in small
clouds. That in itself was quite bad
enough, but soon another couple of coaches
came in sight, armed with brooms. They
diligently began to sweep the dust from the
sides of the roadway into the gutter—
or rather they swept it from the gutter
caught it scattering it about the street, into
the shops and into the eyes of the passers-
by. Such sweeping does far more harm
than good. We presume the coaches were
carrying out instructions from their super-
isors and therefore are not to blame, but
another system could easily be inaugurated.

The Seamen's Institute.
The Rev. J. H. France, Chaplain of
the Mission to Seamen, acknowledges with
thanks the following gifts for the Seamen's
Institute, Wanchai:—Mr R. A. B. Pen-
son, two parcels of books for the library;
Messrs. Greig and Co., one case of lemon
syrup; the proprietors of the Daily Press,
Hongkong; Telegraph, S. C. Morning Post,
and the China Mail, one copy of the paper
daily each.

LOCAL AND COAST NEWS.

The German Mail of the 12th April
was delivered in London on the 10th May.

The South China Collegian for April
contains some very interesting articles and
the usual admirable school notes.

Major H. de T. Phillips, H.K.S.B.R.
G.A., left on the 8th instant per a.s.
'Saurana' for Singapore on inspection
duty.

Departure of the 'Dufferin.'

The R. I. M. S. 'Dufferin' which
arrived here a few days ago from the north,
left again yesterday, taking with her 83
officers and men for Bombay. The officers
were:—Lieut. C. H. R. Cheney, R. E.,
Lieut. A. J. Sattor and W. A. Moore,
Hongkong and Singapore Battalion Royal
Garrison Artillery, and two native officers.
The 83 men were of the H. K. S. B. R. G. A.,
11th Mahratta, 11th Mahratta and the
13th Burma all of whom were returning
on furlough, special leave, or charged or
as invalids.

Fire in Des Vœux Road.

A fire was discovered at a few minutes
after midnight last night, at No. 148 Des
Vœux Road, by the watchman on duty at
the Clock Tower. By the time that the
Brigade had turned out the place was com-
pletely enveloped in flames, some of which
had made their way through the roof. The
building was occupied as a piece goods
shop and all that the firemen could do was
to save surrounding property from injury,
the shop itself being completely burnt out.
The damage is not yet estimated, but it is
known that the premises were insured for
\$10,000.

Band at King Edward Hotel.

By kind permission of Lt.-Col. I. G.
Aitken and Officers, the Band of the
11th Infantry will play the following
programme of music at the above Hotel,
during dinner, on Friday, the 12th May,
(weather permitting):—
March..... 'The Royal Salute'..... Hume
Selection..... 'Merrie England'..... German
Valse..... 'Dolores'..... Waldteufel
Fantasia..... 'Songs and Dances of
Northern Europe'..... Kubner
Song..... 'O Dry these 'pars'..... Niogo
Gance..... 'The Boston Belle'..... Godfrey
EXTRA
Selection..... 'Reminiscences of Scot-
land'..... Godfrey
Polka..... 'Mars'..... Dupres
GOD SAVE THE KING.

A Rajah's Claim.

A telegram from Labuan, dated April
20, states that the Rajah of Sarawak en-
tered Labuan accompanied military escort.
The Rajah declared that he assumed all
'sovereign' rights there. The 'Pangasinan'
(chief) of Labuan passively submitted to
the Rajah's claims, but he declined to ac-
knowledge his nephew's position (as regu-
lated by the Rajah). The Rajah intends to
reside in the district for three months. To-
day the Rajah left for Brunei, it is not
known with what object. In connection
with the visit of the Rajah of Sarawak to Brunei,
the Sultan is calling all the Pangasinan to
a conference to arrange an amicable settle-
ment in regard to Labuan. The inhabitants
of Labuan generally hail the Rajah's assump-
tion of sovereign rights with satisfaction.
Two European explorers alone express
their dissent.

Armed Robbery.

A case of armed robbery from the New
Territory occupied the attention of Mr G.
N. Orme, at the Magistrate's this morning.
The four men being charged with entering a
house in a village near Tinio. The evidence
showed that the place was occupied by a
widow and her family. Some time ago
her husband died at sea and the widow on
applying to the Shipping Master received
\$220 that was due to him as wages. The
fact of her having this money appears to
have become known, and about the middle
of last month the house was entered
during the night and the widow and
her family terrorised into telling where the
money was. Having obtained \$102
and also stolen some clothing and other
articles they made off. The four defend-
ants were subsequently arrested and two of
them were recognised by the witnesses.
The case was remanded until to-morrow.

New Transvaal Constitution.

The Transvaal Constitution has been pro-
mulgated. It establishes a Legislative As-
sembly, wherein, except the executive
officers, all the members are elected, name-
ly, thirty to thirty-five elected and six to
nine official members. The franchise is
granted only to whites, but the Governor
must reserve for Imperial consideration any
Bill which may impose disabilities on non-
Europeans. The Home papers heartily
approve of the Transvaal constitution, which
is even more liberal than was expected.
The Daily Chronicle is relieved to find that
the grant of representative Government is
not inconsistent with the Daily News con-
siderations it as a scheme connected
on behalf of the Rand Lords.

STEARNS' HEADACHE CURE. can
be obtained from all dispensaries
(quickly by post). Gives instant relief.
Avoid imitations. Keep the Gephino
 handy.

WHEN SUFFERING from a cold and
you have a **STEARNS' Cough Remedy**,
secure a bottle of Chamberlain's Cough
Remedy and use it judiciously. There is
no danger from this disease when this re-
medy is used. It always cures and cures
quickly. For sale by ALL Dealers, WAT-
KINS & Co., Ltd., General Agents.

GENERAL NEWS.

A telegram from Tokio states that the
5th Exchange Bonds have already been
subscribed twice over.

What Our Statesmen Earn.

It is certainly to the credit of Britain
that so many of her most brilliant sons
should devote themselves to the service of
Parliament for the material rewards cannot
be held to be great. A writer in Chamber's
Journal calculates that during about thirty
years of office Mr Gladstone only drew in
salary some £140,000, and though this
sounds a large sum in itself, the expenses
of contesting elections, etc., must have
reduced it by a very large proportion. Lord
Beaconsfield for two or eleven years of
office only received about £50,000, and
Lord Salisbury, who held office for about
twenty-one years, can only have drawn a
little over £100,000. The law officers of
the Crown are the best paid. Last year
the Attorney General received in salary
and fees some £29,221, and the Solicitor
General was not far behind with
£13,063. The Lord Chancellor's salary is
£10,000.

Motor Boat Race.

At Monaco, on April 13, the 100 kilo-
metre (62.133 English miles) motor-boat race
was won by Mr S. F. Edg. The 'Yarrow'
Napier motor-launch, the winner of this
event, made its trials recently in the river
off Greenwich. She registered a mean
speed equal to 25.938 knots per hour,
which is equivalent to 29.225 miles. It is
said that this speed can be kept up mile
after mile. The fastest American boat is the
Challenger, 23.89 miles, the fastest
French boat recorded is the Trefle-a-Quais,
which does 22.7 knots; it is claimed there-
fore that the Thames boat is the fastest
boat in the world for her size. She was
built by Messrs. Yarrow, and is 40ft.
long and 6ft. in beam; she is engine with
two sets of four-cylinder Napier marine
engines. The weight of the boat, with
fuel, is about 12,000 lbs. It would have
been with ordinary steam machinery of the
same power, and Messrs. Yarrow look
forward to building torpedo-boat destroyers
engine in this way with a speed of 45
knots.

A Famous War Correspondent.

Sir William Howard Russell, the oldest
and most famous of war correspondents,
recently celebrated his eighty-fifth birth-
day. The hard life he has led and
the many memorable events he has seen
have not prevented him living beyond the
allotted span. If he was not quite the first
war correspondent, he was quite the first
to rise to fame. He has seen the war
correspondent overcome prejudice and dis-
trust and achieve more and more until he
now once more works under restriction.
It is fifty-five years since he first went to
Schleswig-Holstein as the Times corres-
pondent in the Danish war. A few years later
he was plying his pen in the Crimea. He
hardly had the echoes of that war died away
when he was in the thick of the
Indian Mutiny. Then came the American
Austro-Prussian, and Franco-German wars.
Other wars of less importance have claimed
him since. As a life of adventure and
activity his record cannot be equalled.
He has poured upon him, too,
When the King went to India as Prince of
Wales in 1875, the famous war correspon-
dent went with him, as Honorary Private
Secretary, and a friendship was begun
which has lasted ever since. Ten years
ago he was given a knighthood as some
small recognition of the services he had
done his country.

A Royal Engagement.

The Daily Mirror authoritatively
states that the arrangements for the
wedding of King Alfonso of Spain to
Princess Patricia of Connaught have been
satisfactorily completed. The match was
settled when the Duke of Connaught paid
the young King a visit at Madrid. King
Edward's consent was obtained, and all
that remained to be done was to obtain a
special dispensation from the Pope, on
account of the difference in religion of the
King and the Princess. It was for this
purpose that the Duke and Duchess of
Connaught paid a visit to the Pope at the
Vatican, and received his consent as head
of the Church, and his blessing on the
proposed union. The Daily Mirror is
informed on very high authority that one
stipulation has been made. Princess
Patricia of Connaught will never be forced,
or even asked, to change her religion. In
this matter she will have perfect freedom;
while any children of the marriage will be
brought up, the sons according to the
father's faith, and the daughters according
to the belief of the English Church, of
which, of course, Princess Patricia is a
member. It is thought probable that no
official announcement will be made until
nearer the time that King Alfonso is due
to pay his visit to England, and it may
possibly be delayed until after that event.
In the meantime the idea of the marriage
has been warmly received both in this
country as well as in Spain, where English
people are very popular. Princess Patricia
of Connaught is the second daughter and
youngest child of the Duke and Duchess
of Connaught, and a niece of the King.
She was born on St. Patrick's Day, 1886,
and is two months younger than the King
of Spain.

STEARNS' WINE is pleasant to take.
Its effect is certain in preventing
coughs and colds. It builds up and
strengthens.

COLDS are quickly cured by Chamber-
lain's Cough Remedy. It acts on
nature's plan, loosens the cough, relieves
the lungs and opens the secretions, effecting
a permanent cure. It cures every
tendency of a cold to result in pneumonia.
For sale by ALL Dealers, WATKINS & Co.,
Ltd., General Agents.

GENERAL NEWS.

According to the latest returns the
number of the Russian prisoners in Japan
is 60,130.

The number of foreign travellers visit-
ing Japan this year has very greatly in-
creased. During April, 895 tourists of both
sexes arrived at Kyoto, and 655 left the
city. This is twice the number that visited
Kyoto in April last year.

Journalist Stabbed.

Mr Harris, the Times correspondent in
Morocco, who has had already so many
startling adventures, was recently stabbed
in the stomach while standing outside the
British Post Office at Tangier. His assail-
ant was a Moorish hotel guide, formerly in
Mr Harris's service, who rushed at him and
struck him. Fortunately the dagger glanc-
ed off the guard of Mr Harris's watch, and
only inflicted a very slight wound. The
assailant sought sanctuary, but was given
up.

The Suicide Club.

The Connecticut Herald reports the
death from natural causes of Mr Daniel Lo-
esser, the last survivor of the famous
Suicide Club of thirteen members, formed
ten years ago. The members were all Ger-
man Americans, boon companions who used
to hold festive meetings which were soon
followed by the suicide of one, generally
attended by some bizarre act. One mem-
ber, an editor, wrote a humorous descrip-
tion of the Club's meetings, and killed
himself immediately after his paper con-
taining the account had gone to press.

BY TELEGRAPH.

THE BALTIC FLEET.

IN VAN FONG BAY ON

TUESDAY.

Thirty-two Ships Sighted.

(From Our Special Correspondent.)

SINGAPORE, May 11, 12.35 p.m.

On Tuesday afternoon (May 9) the Baltic Fleet was sighted by the P. and O. steamer "Coromandel" at Van Fong Bay, ten miles north of Camranh Bay.

In all thirty-two vessels were seen, ten of which were transports.

After passing the Baltic Fleet, a converted German liner was discovered apparently engaged in scouting.

Later on, near midnight more ships were noticed, four being men-of-war. These were off Cape Padaran, and are believed to have been Russians.

Another scout was passed, stocked with coal.

It is believed that the whole fleet is still in Van Fong Bay.

The wide embayment south of Cape Varella (that is known as the Bay of Van Fong) is itself subdivided into bays known as Hoa Khe Bay and the Hoa Khe Bay. Cape Padaran is about 80 miles south of Cape Varella. (Ed. C. M.)

The "Heathbank's" Cargo.

Captain Schoenfeldt of the s.s. "Segovia" reports that the s.s. "Heathbank," with a cargo for Vladivostok, left Amoy on May 8.

The "Heathbank" was travelling very slowly.

FRENCH NEUTRALITY.

M. Declasse's Assurances.

LONDON, May 9.

The Japanese Minister has not lodged a formal protest but has pointed out the facilities accorded to the Russians for concentrating and refuelling in Indo-China.

M. Declasse has assured the Japanese Minister that France will scrupulously respect neutrality.

The newspapers admit that the situation is unsatisfactory, but do not consider it critical.

A FRENCH EXPLANATION.

Outside Territorial Waters.

LONDON, May 9.

In reply to Mr. Walton, Mr. Balfour said in the House of Commons, that the French Ambassador had supplied the following information, viz. de soon as Admiral Rozhdestvensky's presence in Camranh Bay was known, representations were sent to the Russian Consul at Haiphong, and the Russian Consul at Haiphong was instructed to see that neutrality was respected, and the Russian Consul at Haiphong was instructed to see that neutrality was respected, and the Russian Consul at Haiphong was instructed to see that neutrality was respected.

In regard to the assistance from the French authorities at Camranh Bay, Mr. Balfour was informed that only two Frenchmen were there, neither of whom were officials but holders of concessions from the French Government.

RUSSIAN AFFAIRS.

ZEMSTVOS CONGRESS CLOSED.

Recommendation Formation of Two Assemblies.

LONDON, May 10.

The Zemstvo congress which has been sitting in Moscow has concluded its session.

The Congress approved of a programme which provided for the creation of two assemblies upon the following system:

The members of the first to be chosen by universal suffrage, while the second should consist of delegates from autonomous institutions.

RHEUMATISM is cured by Chamberlain's Pain Balm. (See advertisement.)

WATERBURY & CO., Ltd., General Agents.

SATURDAY'S GYMKHANA.

The Entries.

The Hongkong Gymkhana Club's first meeting this season will be held at Happy Valley on Saturday and if the present fine weather continues should be a great success.

The entries for the various events are very satisfactory. They are as follows:

1. 1 p.m.—THREE-QUARTER MILE FLAT RACE.—For all China Ponies which have never won an official race and griffins at date of entry. Weight for inches as per scale. Unplaced ponies allowed 5 lbs.

Hongkong subscription griffins of any season allowed 5 lbs. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. 1st Prize: A Cup presented by Hon. W. J. Gresson; 2nd Prize: \$25.

Mr. E. Howard's Cebu ... 10.12
Mr. N. H. Rutherford's Nomination ... 10.12
Hon. F. H. May's Lamark ... 10.12

Mr. S. H. Michael's Praps ... 10.12
Mr. G. H. Potts' Tucson King ... 10.12
Mr. T. S. Forrest's Effe ... 10.12

2. 4.30 p.m.—POLO POSEY SCURRY.—Open to all bona fide China polo ponies, to be passed as such by the committee of the Club weights. Distance 250 yards. To be run off in three heats. 1st Prize: A Cup presented by A. Dabington, Esq.; 2nd Prize: \$25.

Col. F. H. May's ... Grey Land ... 10.12
Mr. J. Johnston's ... K. O. S. B. ... 10.12
Mr. W. E. Elwes 10.12

3. 5 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—Value \$400. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs.

Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning jockeys allowed 5 lbs. To be run for 6 times and to be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. And winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts.

Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a Cup, value \$100 will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

4. 5.30 p.m.—LADIES' NOMINATION.—"ACHT SALLY" RACE.—Gentlemen to start mounted opposite Judge's box, where dials will be placed in the bank. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point, when they will hand the bundle to their respective nominees. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. 1st Prize: presented by the Club; 2nd Prize: presented by the Club.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

5. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

6. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

7. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

8. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

9. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

10. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

11. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

12. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

13. 6 p.m.—HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs.

Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the main quest starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 14 lbs. Entrance fee of \$5 to go in the purchase of a ponies to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season, a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's ... 10.12
Mr. J. Johnston's ... 10.12
Mr. E. Howard's ... 10.12

6-6.30 p.m.—ONE AND A QUARTER MILE RACE.—For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. 1st Prize: A Cup presented by Hon. Sir Paul Chater, K.C.M.G.; 2nd Prize: \$25.

Mr. J. Johnston's ... Ben Royal (late Sport Royal) ... 10.12
Do. ... Border Raider (late Lyr) ... 10.12

Mr. E. Howard's ... Grafton ... 10.12
Hon. F. H. May's ... Lamark ... 10.12
Mr. P. Simon's 10.12

Mr. W. A. Cruickshank's ... Black Monday ... 10.12
Mr. Wm. Inglis' ... Forward ... 10.12
Mr. G. H. Potts' ... Tucson King ... 10.12

Mr. T. S. Forrest's ... Saxon King ... 10.12
Mr. T. S. Forrest's 10.12
Mr. O. G. Mackie's ... Alarm ... 10.12

A PILOT PROSECUTED.

Further Evidence.

The hearing was resumed at the Magistrate's Court this afternoon in which pilot Lawlor was summoned for failing to use care and diligence when bringing the steamer "Slavonia" up to No. 1 Wharf at Kowloon whereby damage was caused to the steamer. Mr. F. A. Hazledorn presided and Mr. Basil Taylor sat as assessor. Mr. H. W. Lockwood conducted the prosecution and the defendant was represented by Mr. C. D. Wilkinson, M. Osborne, secretary to the Godown Company, said that after the summons against the defendant was issued he had an interview with him. This was two or three days later. Defendant came to his office saying that he wished to explain how the accident happened. Witness replied that the matter was in the hands of the lawyers and no explanation was necessary. He still wished to explain, because he thought that after witness heard the explanation he would withdraw the summons. He made a long statement to the effect that he brought the steamer to the wharf in the correct manner and had intended to berth her stern first and subsequently allowed to bow first when the Wharf Company's launch asked for the bow line. Witness listened to what defendant had to say and told him that the case must proceed because it was brought with a view of bringing to head the general question of the manner in which ships were at present being brought into the Kowloon Wharves. Witness told him that the Wharf Company had no animosity against him personally. Defendant accounted for the collision by saying that the tide drifted him on to the wharf. He made no complaint about the lines not being ready and made no complaint against the Wharf Company's staff. Since European pilots started to berth ships at the Kowloon Wharves a number of serious accidents had been very narrowly averted. In consequence of their manœuvring ships in a manner which many years experience had taught the Company was unsafe, and this during a period of the year when the tides were not running strong. For 16 years past there had only been one slight accident. That was prior to the passing of the Pilot Ordinance when the work was done by Chinese.

Ships had not at any time been brought up to the end of the wharves by the Company's officers or under their directions. The engines were not moved under the directions of their wharfingers. When the lines were taken from the ship and made fast and she had stopped it was customary for the wharfingers to advise, not direct, what to do. No difference had been made in that respect since the passing of the Ordinance. He had no complaint against the three present Chinese pilots. Until the Ordinance was passed there were no European pilots as far as was aware. The present Europeans had consequently at that time no experience in bringing ships up to the wharves unless they came there as masters of ships. He did not contend that the European pilots should be abolished. The Company's wharfingers had complained of the manner in which ships were not being brought up to the wharves; that was when accidents almost occurred. They had complained generally of some of the European pilots. He had instructed the wharfingers to give the pilots any assistance or advice they might ask for and he wrote a letter to the pilots stating that the only safe method of approaching the Kowloon wharves was by taking a big sweep and coming up at right angles and when off the wharf to stop dead. After the ship stopped dead there was no risk if the ship was properly handled. The Company had been told that a claim would be made in respect to the damage done to the "Slavonia." Only one other similar notification was ever received by the Company but in that case no claim was actually made. The accidents spoken of were averted by the people on the steamers bridge whenever they were.

Captain F. A. Brown, head wharfinger employed by the Godown Company, said he had been with the Company for nearly 18 years and had had about 10 years previous experience as master of a ship. He had been present at the berthing of between three and four thousand ships. About a third of the ships would be berthed on the south side of the wharves or about 500 on the south side of No. 1 wharf. The pilot was generally in charge and gave orders. Witness had been present on several occasions when the defendant was bringing ships up to the wharves. If he gave advice he had no means of insuring that it was followed.

The case was proceeding when our report closed.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 11th at 11.55 a.m. the barometer has risen over N. China and Japan. Pressure is highest between the E. coast of China and W. Japan.

Clouds are slight generally, and moderate N.E. and E. winds may be expected over the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate E. winds; fair.

HOME FOOTBALL.

Wales v. Ireland.

Wales and Ireland met for the twenty-fourth time on April on the Glintonville ground at Belfast. Glorious weather prevailed, and about seven thousand people were present.

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LAWN TENNIS.

The Annual Tournaments.

The following are the additional results in the Tennis Tournaments:—CHAMPIONSHIP. Second round. H. Finckney beat T. E. Pearce.

Third round. H. Finckney beat H. Humphreys.

The final is between H. Finckney and the winner of the Master-Humphreys match to be played on Friday.

SINGLES HANDICAP. A Class. Third round. H. Finckney beat F. C. Butcher. R. F. C. Master beat R. B. Beattie. P. Lawson beat O. H. Edwards.

Semi-final. H. W. Stale scratched to H. Finckney.

SINGLES HANDICAP. B Class. Third round. W. King beat F. W. Spencer. R. E. O. Bird beat C. H. Mackay. R. Henderson beat T. C. Gray.

DOUBLE HANDICAP. Second round. Sclanders and Mackay beat Rouré and Beattie.

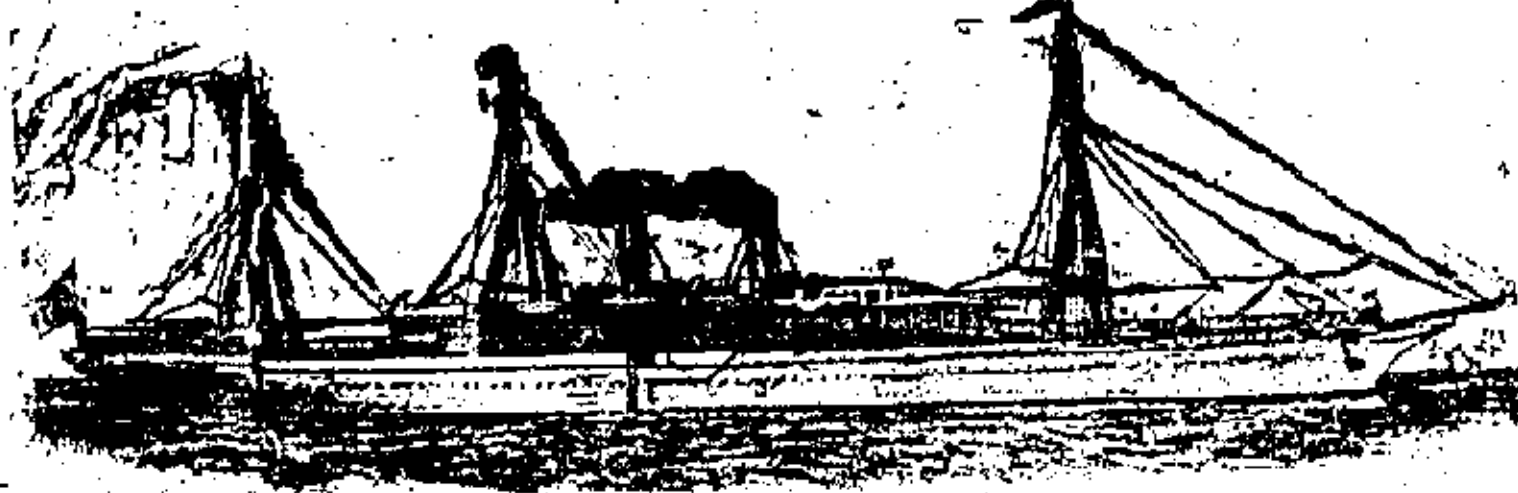
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PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on the DATE
named:—

STEAMERS	TO	DATE	REMARKS
YAMATO, via SHAN, MOJI and KOBE (Passing through the INLAND SEA).	PALERMO	About 16th May.	Freight only.
SHANGHAI.	BENGAL	About 19th May.	Freight and Passage.
LONDON, &c.	CHUSAN	Noon, 20th May.	See Special Advertisement.
LONDON & ANTWERP, via Suez, P. de, C. de, and Port Said.	POONA	About 22nd May.	Freight only.

For further Particulars, apply to
L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
via CANADA AND THE UNITED STATES.
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Having 5 to 7 Days Passage.

Proposed Sailings from Hongkong:—
R.M.S. ATHLETIC 3822 Tons WEDNESDAY, May 24.
R.M.S. EMPRESS OF CHINA 6000 Tons WEDNESDAY, May 31.
R.M.S. EMPRESS OF INDIA 6000 Tons WEDNESDAY, June 21.
R.M.S. TARTAR 4425 Tons WEDNESDAY, July 6.
R.M.S. EMPRESS OF JAPAN 6000 Tons WEDNESDAY, July 12.

Hongkong to London, via St. Lawrence £60, via New York £62.
Intermediate on Steamers, £40, £42.

THE magnificent "EMPEROR" STEAMSHIP, passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (one class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
H. B. BROWN, General Agent,
HONGKONG, May 10, 1905.

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STEAMSHIP COMPANY.

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CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL AT DAYLIGHT ON
ARABIA	4463	BAILE	May 16, 1905.
ARAGONIA	5188	SCHULTZ	May 30, 1905.
NICOMEDIA	4370	WAGNER	June 26, 1905.
NOMANTIA	4270	BEHMER	July 20, 1905.

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and United States Ports. For through rates of Freight and further information,
communicate with or apply to

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BETWEEN HONGKONG, AND SOUTH
CHINA COAST PORTS & FORMOSA.

FOR	STEAMERS	LEAVING
TAMSAI, via SWATOW AND AMOY.	PROTEUS	SUNDAY, May 14, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW.	OLARA JESSEN	TUESDAY, May 16, 10 a.m.
ANPING, via SWATOW, AND AMOY.	BOERSTEEN EORNSON	WEDNESDAY, May 17, 10 a.m.
TAMSAI, via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 21st May, 8 a.m.

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BRADLEY & CO.,
LATH

OSAKA SHOSEN KAISHA.

Hongkong, May 8, 1905.

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NORTHERN PACIFIC RAILWAY CO.

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VICTORIA B.C. AND TACOMA
via
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Steamers	Tons	Captains	To Sail
HYADES	3768	Geo. Wright	About May 23.
PLEIADES	3768	F. C. Fumington	About June 30.
SHARON	9600	E. V. Roberts	About July 12.
TREMONT	9600	T. W. Garlick	About Aug. 6.

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CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shavon and Tremont are fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

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AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED,
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	HECTOR	22nd May.
GLASGOW AND LIVERPOOL	HYSON	30th May.
GLASGOW AND LIVERPOOL	PRIAM	31st May.
GLASGOW AND LIVERPOOL	GLACIUS	6th June.
GLASGOW AND LIVERPOOL	FONTON HALL	18th June.
GLASGOW AND LIVERPOOL	YANKEE	18th June.
GLASGOW AND LIVERPOOL	PROMETHEUS	18th June.
GLASGOW AND LIVERPOOL	AXAJ	25th June.

HOMEWARDS.

FOR	STEAMERS	DATE
* GENOA, MARSEILLES & LIVERPOOL	HECTOR	20th May.
AMSTERDAM, LONDON & ANTWERP	DORIS	23rd May.
AMSTERDAM, LONDON & ANTWERP	GLACIUS	6th June.
* GENOA, MARSEILLES & LIVERPOOL	DUCALON	20th June.
AMSTERDAM, LONDON & ANTWERP	KATON	20th June.
LONDON, AMSTERDAM & ANTWERP	HUGON	4th July.
LONDON, AMSTERDAM & ANTWERP	GLACIUS	18th July.
* GENOA, MARSEILLES & LIVERPOOL	PRIAM	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NINOGROW.		13th May.
all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	YANKEE	21st June.

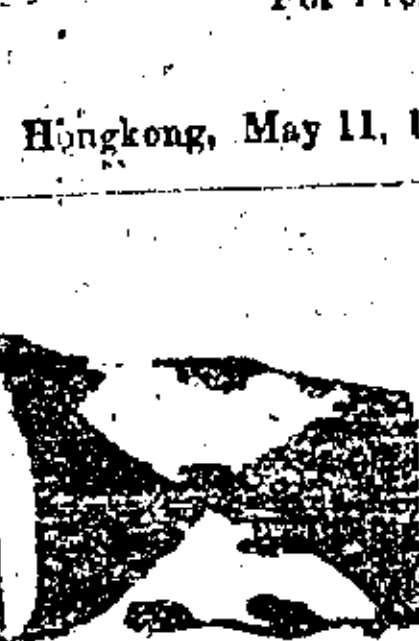
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 8, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, PORT DARWIN, THURS- DAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	THAN * 1	13th May.
MANILA	SLASHING	16th May.
SHANGHAI	CHIBU	16th May, 4 p.m.
TSINGTAO, CHEFOO & TIENTSIN	SEIKIANG *	23rd May.
CEBU & ILOILO	KAPONG *	20th May.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
! Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
! Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FAIRER, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila	May 13, at Noon.
RUBI	2540	A. H. Notley		May 20, at Noon.

For Freight or Passage, apply to

Hongkong, May 8, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.
(With Liberty to Call at the
MALABAR COAST.)

S.S. ATHOLL	18th May, at 4 p.m.
S.S. NORDPOL	About 15th June.
S.S. INDRA WADI	About 25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 11, 1905.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. Dawson.
S.S. COURTFIELD	...	J. W. Martin.
S.S. CRANLEY	...	W. E. Steele.
S.S. IKBAL	...	M. Robertson.
S.S. AROOF	...	C. E. Cox.
S.S. LOTHIAN	...	J. O. Williamson.
S.S. INYU	...	E. S. Fraser.
S.S. SIKH	...	J. Rowley.
S.S. SOFALA	...	Get Shepherd.
S.S. INDRAHAMA	...	R. P. Craven.
S.S. INDRAVELLI	...	J. Collington.
S.S. SEALDA	...	Geo. Brown.
S.S. CATHERINE PARK	...	Capt. Dean.
S.S. INKILA

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.
Hongkong, February 9, 1905.

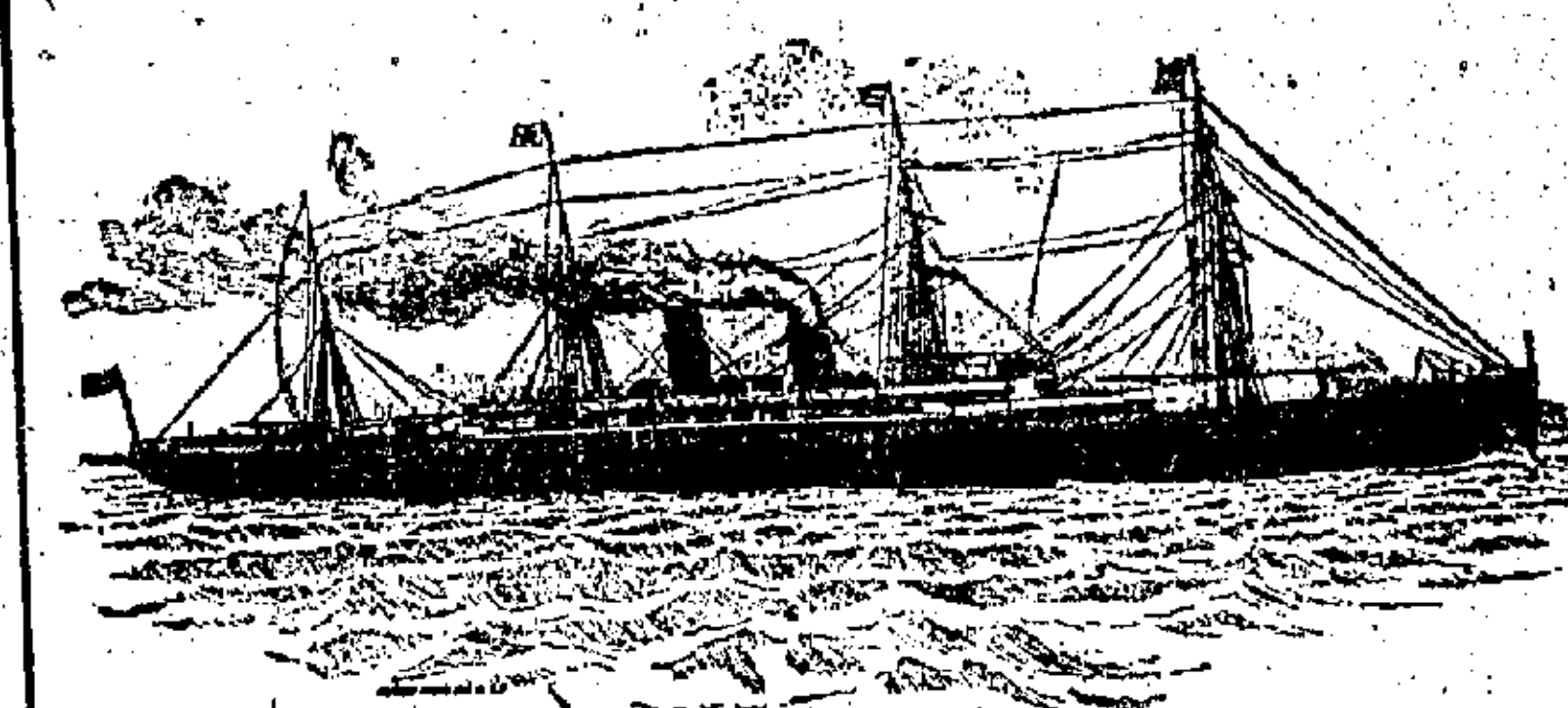
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

via HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via HONOLULU,
the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DATE
DORIS	WEDNESDAY, 24th May, at Noon.
MANCHURIA	WEDNESDAY, 31st May, at Noon.
KOREA	TUESDAY, 13th June, at Noon.
COPTIC	THURSDAY, 22nd June, at Noon.
SIBERIA	THURSDAY, 8th July, at Noon.
MONGOLIA	TUESDAY, 18th July, at Noon.
CHINA	FRIDAY, 28th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-29th, 1902; 10 days, 15 hours.

THE P. M. Steamship DORIS will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HON-
GKONG on WEDNESDAY, the 24th May, at Noon, taking Freight for Japan, the United
States, and Europe. Passengers are allowed to break their journey at any point
en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Ore-
land Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building.

E. W. TILDEN, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

FOR	STEAMERS	To SAIL
* MANILA	YUENSANG	FRIDAY, May 12, at 4 p.m.
SANDAKAN	MAUSANG	SATURDAY, May 14, at Noon.
* SINGAPORE, PENANG, KUALA LUMPUR, AND CALUTTA	KUMSANG	TUESDAY, May 16, at 3 p.m.
TIENTSIN	WOSANG	THURSDAY, May 18, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.
! Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yanziguo
Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

765

JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS.	First half June.	JAPAN, via SHANGHAI.	First half June.
TJILATJAP	JAPAN.	Second half May.	JAVA PORTS.	Second half May.
TJIMAH	JAPAN.	First half June.	JAVA PORTS.	First half June.

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Northern India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 375.
Hongkong, May 2, 1905.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
POLYNESIE,
Captain —, will be despatched for
the above ports on or abt MONDAY, the
15th May.
G. DE CHAMPEAUX,
Agent.

Hongkong, May 8, 1905.

MESSAGERIES
MARITIMES

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

via PORTS AND SUEZ CANAL.
With Liberty to Call at Malabar Coast.
PROPOSED SAILINGS FROM HONGKONG:
STEAMERS To SAIL: 1905.
SAGAMI About May 31.
ERROLL About June 6.
HINDUSTAN About June 24.
For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, May 9, 1905.

AUSTRALIAN
LOYD'S
STEAM

STEAM FOR
FIUME and TRIESTE Direct, Calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUEZ
AND PORT SAID.

(Taking cargo at through rates to the
BRITISH, SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE and ADRICATICO PORTS.)

THE Steamship
DUMBEA,
Captain BOYER, will be despatched for
MARSEILLES on TUESDAY, the 16th
May, 1905, at 1 p.m.

Passage tickets and through Bills of
Lading issued for above ports.
Cargo also booked for principal places in
Europe.
Next Sailings will be as follows:
S.S. EXETER SIMONS May 30, 1905.
S.S. POLYBES June 13, 1905.
S.S. CALZADON June 27, 1905.
G. DE CHAMPEAUX,
Agent.

Hongkong, May 9, 1905.

Shipping.

NAVIGAZIONE GENERALE
ITALIANA.

(FLORENCE & ROMANIAN UNITED COMPANIES.)

STEAM FOR BOMBAY
via SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to ADEN, SOUE, PORT SAID,
MEXICO, NAPLES, LEBANON, and
GENOA: also VENICE and TARIK, all
MEDITERRANEAN, ADRICATICO, LEVANT,
and SOUTH AMERICAN Ports up
to CALAIS.

(Taking Cargo at through rates to PERALAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

ISCHIA,

Captain COCCIOLO, will be despatched as
above on SATURDAY, the 12th instant,
at Noon.

At BOMBAY the steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, May 6, 1905.

BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

BENALDYR

Captain MELVILL, will be despatched as
above on or about 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 18, 1905.

768

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship OHUSAN, Captain
H. W. KENNICK, R.N., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
20th May, at Noon, taking Passengers
and Cargo to the above Ports in con-
nection with the Company's s.s. Himalaya
6,888 tons, from Colombo. Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.

Silk and Valuable Goods for France,
and for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Persia, due in London on the 2nd July,
1905.

Passage will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, May 6, 1905.

921

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIKON, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

EASTERN,

Captain FILLIS, will be despatched for
the above Ports on SATURDAY, the 10th
June, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrig-
erating Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewards
are carried.

N.B.—To assure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 8, 1905.

924

FOR NEW YORK,
via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

KENNEDY,

will be despatched for the above ports on or
about the end of June, 1905.

For Freight, etc., Apply to

STANDARD OIL COMPANY
OF NEW YORK,

Oriental Freight Department,
4 Des Voeux Road Central,
Hongkong, May 8, 1905.

973

STEAM TO CANTON.

THE new Twin Screw Steel Steamer

KWONG OHOW,

1,800 tons, Captain J. F. MARTIN,

KWONG TUNG,

1,238 tons, Captain H. W. WALKER

Leave HONGKONG for CANTON at 9

Every Evening (Sunday excepted).

Leave CANTON for HONGKONG about

5.30 o'clock Every Evening (Sunday

except

